

**Blue Creek Bay Planning – Public on-site workshop**  
**July 21, 2007**  
**Summary of Public Verbal Comments**

**As recorded by Stephanie Snook, Public Affairs.**

Eric Thomson welcomed everyone to the field tour. He explained that we (BLM) are still in the listening mode; there have been no decisions made, no hidden agenda, and no alternatives at this time.

Brian White, Project Coordinator explained the timeframe for the project and decision – end of calendar year 2008.

Background information: 736 acres of land were acquired. The log landing area is the most utilized of the area. We want to focus on the opportunities and issues and expand on those brought up during the previous meeting.

The landing was built in 1940 by Ohio Match – it was a beautiful beach prior to that time.

Is boat launching being considered? It's shallow on the west side.

Enforcing non-motorized boat launch use only will be difficult  
There would be no county waterways money available if the site is for only non-motorized use (Kincaid).

The site is self-limiting by the size-width due to road access to the area.

Higgins Point – could expand that site if there is a demand for more boat access; or perhaps Wolf Lodge.

Traffic and dust concerns were expressed.  
Rebecca –water quality issues due to unpaved road (dust).

Trail for kayaks to lake available.

Eastside Highway District – probably will be paved; dust cloud, paved or oiled.

Human waste issues

Milfoil

Widely used by horses and walkers

Public use – not public abuse

Option: non-motorized, family use

Replace dock

SAFETY – BLM needs to take responsibility to ensure safety first.  
No action should not be an option for BLM

Submerged logs are an issue for IDL

??Overnight camping, gate at entrances, monitor site, fires under trees, vandalism

Habitat – fish and veg

Develop a budget to maintain

Wildlife impacts

Osprey, geese, eagles

Blackwell bird study data . . . .

Raptor Center/Nature Center

A place for the kids; future generations

Old barn – history

Mr. Molstead gave permission to build a dance hall and provided the dimensions of such. The hall was used for about one year and then it was boarded up by Mr. Molstead who used it as his hay barn.

Timber plan completed?? Would like to see a plan for this area; separate or in conjunction with the recreation plan. BLM has had a few neighbors up on Bonnell Road work with Fire Smart program and neighbors.

Beth Paragamian – the wetland areas would provide an excellent education site with trails. Tie this in with Birds of Prey Northwest.

Issues with development of trails, such as at Tubbs Hill were brought up.

Development helps manage the type of people that would use the area.

Public road – shared jurisdiction

Jack Forest - would like to see selective logging, leave snags and tamarack

Hiking trails with tent sites; interpretive signs

??Drive-through loops

Forest management Plan – thinning or not cutting “natural area”

Educational

“public”

Low impact vs out-of-state users

Importance of sharing and protection

Fire rings – potential  
Camp host  
Enforcement is key

General public, access close by location, not all segments of the public, camping opens a whole new segment (Lynn Spent – Hayden)

Hiker, equestrian use – safe place  
?Need for camping  
Heyburn State Park good example

?? Trail system  
Connect logging spurs/roads, skid trails

Stream surveys (cobble embeddedness – Mike Stevenson)

### **Mullan Road**

Bob Dunsmore – Mullan Road – first engineered road in Idaho, 623 miles in length from 1859-1862 goes through Heyburn Park

Potential for listing on the National Register of Historic Places; interpretation potential

Suggestions: Website – post notes from meetings, letters, notices about upcoming meetings and plan progress. Opportunity for comments to be submitted using the internet.

Keep it Simple – landing/boat launch development  
Consider having a camping attendance/host

# of people vs the # of problems – we are fortunate there are not more problems  
Federal budgets are declining but there is more and more use of public lands. BLM has one law enforcement ranger in northern Idaho.

BLM will need to look for volunteers for trail maintenance, trail construction, and law enforcement agreements with county.

Eric said, “We don’t want to love this place to death.”

Places like this and Blackwell Island Recreation site on the Spokane River continue to be heavily used. The Coeur d’Alene River is another example of a heavy use area.

Consider cooperative agreement with State Parks (who are also strapped financially)  
Consider volunteer enforcement/presence/information/education

Trail of the Coeur d'Alene's is a good example. Landowners along the trail were skeptical at first and concerned about vandalism, etc. but have had no complaints. If people are interested in an area they take care of the area.

### **Wetlands Area**

Mike Stevenson discussed the 2003 restoration work done on the Sunnyside Road to reduce sediment problem in Blue Creek Bay. Blue Creek drains eight square miles. We used a simple, low budget resolution.

Planted 200 trees, dogwood, cottonwood, alder, willow, and aspen

Reduced sediment from 200 to 50 (what unit of measurement???)

Artesian spring fenced off

Four culverts where Blue Creek crosses the county road

BLM applied for a grant for one, fish friendly, natural bottom culvert; 48" high x 20'

A telephone line was buried across the meadow before BLM acquired the land

Partnership opportunities: Trout unlimited and Ducks Unlimited – habitat improvement projects.

Kootenai Environmental Alliance (KEA) for trail maintenance

Barry Rosenberger, "it's a real jewel"

Jack Forest commented on wheelchair accessible possibilities, use of the area as an Artist's viewpoint, and boardwalk over part of wetlands.

Viewpoint from ridge – consider installing a bench(es) for those who walk out to the overlook into Wolf Lodge Bay, Blue Creek Bay and Lake Coeur d'Alene.

### **As recorded by Brian White, Outdoor Recreation Planner:**

Tent camping would be more appropriate at this site than fully developed RV camping.

Water quality issues due to gravel roads and proximity to Bay.

Log-landing area not appropriate for full-scale boat ramp. Parking, access road condition, constricted waterway within Bay.

Oversize boats would attempt to launch, creating hazards and parking problems (sic if full-size launch was developed).

Non-motorized boating and other uses should be encouraged.

Debris (old piles, cables, litter) noted in water. BLM should focus on caring for the site now before adding improvements. Public safety first concern.

Gate/guard station on log landing access road. Area needs intense supervision if developed.

Milfoil problem needs to be addressed if boats are coming in from other areas to use any constructed launch or dock facilities.

Human activities could affect wildlife – needs consideration in planning.

Nature center, environmental education facilities very suitable for this area, and lacking in region.

Any fees may be too restrictive; exclude casual use or lower-income families.

Use volunteers to monitor use and assist with facilities.

Fire hazard would increase from allowing/constructing camping facilities. Consider no campfires.

Law enforcement has been and will continue to be a major issue to control problems long-term.

Don't develop facilities beyond BLM ability to maintain and manage users. Long-term maintenance needs to be considered (funding, staffing, etc.).

Weigh development and conservation very carefully; don't develop too intensively and lower conservation values on property. Many current users come because undeveloped and uncrowded.

Pursue Historical Register status for Mullan Trail.

Pursue providing web-based information during planning process.